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CLASSIFICATION ~~SECRET~~-CONTROL/US OFFICIALS

COUNTRY Czechoslovakia REPORT

TOPIC Prague-Ruzyne Airfield

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EVALUATION PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 29 December 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE

REMARKS

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1. A new runway, having the numerical designation 31, was completed at the Prague-Ruzyne (N 51/L 6?) airfield in December 1949. The runway is about 42 meters wide and 600 meters long. The runway was built by laying a 25-cm layer of sifted sand on the rolled sub-grade which was formed by admixing sand and cinders with the soil. The runway had a cement surface 10 cm thick. Support-ties, 50 cm wide and 10 cm thick, were laid under the joints of the cement layer. Steel rods were laid on these ties. Before the surface concreting work was started the basic cement layer was topped with a thin asphalt cover in order to keep the surface concrete and the solid layer underneath it apart. On a short stretch of the runway tarpaper was used instead of the asphalt layer, for experimental reasons. The concrete surface is 22 cm thick. Blind joints were formed every 7½ meters by putting triangular laths on the solid cement layer, and by cutting away part of the upper section of the concrete surface. The blind joints formed in this way were filled with asphalt. These blind joints were designed to allow the concrete surface of the runway to expand at these point. Every 42 meters there were real joints filled with asphalt in the concrete surface. A gutter runs along the southern side of the concrete surface. This gutter conducts the water, collected by small dams 30 meters apart, to the auxiliary drainage system. The drainage system consists of steel tubes 1 meter in diameter and 3 meters underground. Besides these main drainage pipes, drainage pipes were laid along the two sides of the runway, 70 to 80 cm below the surface. The auxiliary drainage pipes are connected to the main drainage system of the airfield. The water collected is led to basins located near the main buildings on the road. *

2. A new hangar about 80 x 45 meters was completed in late 1949. The foundation walls consisted of reinforced concrete piers filled-in with masonry. The hangar is about 30 meters high and its roof consisted of well-insulated but very thin wooden laths. The floor of the hangar was constructed in the same way as the runway. The hangar was to house ten Ilyushin type aircraft, but only four of them had been delivered. **

3. Runway No 22, which was being extended to the west, was to be completed in 1950. The barracks installations in Hostivice which lay in the course of the runway were dismantled. ***

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* [redacted] Comment The construction at the Prague-Ruzyne airfield of a new runway and the extension of an old one is reported for the first time. [redacted]

[redacted]

** [redacted] Comment. The construction of the hangar was reported for the first time. Details on the Ilyushin type aircraft housed in it could not be given. It has been reported that no military units have been stationed at the field since January 1948. The field allegedly is a purely commercial and civilian installation.

*** [redacted] Comment. The extension of the runway is reported for the first time.

[redacted]